

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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1. Commercial River Traffic.

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a. 11 June 1954. The Hungarian self-propelled freight barge SZEGED arrived in the Csepel harbor in Budapest carrying 60 tons of hare skins and 100 tons of nut-tree timber. The latter is to be used for the production of rifle butts. [redacted] The timber was about 3 to 4 m. long with a diameter of about 30 cm.

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b. 19 June 1954.

(1) The DDSG tug KRONSTADT arrived in Komarno, Czechoslovakia, from Izmail, USSR, towing the following:

<u>Barge</u>	[redacted]	with 845 tons of pyrites.
	" 600 "	" "
	" 560 "	" "
	" 540 "	" "
<u>Tanker</u>	---	empty.
	---	empty.
	---	empty.

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(2) On 20 June 1954 the tug arrived in Vienna with the empty tankers.

(3) The pyrites barges were being unloaded in Komarno. Twenty employees of the Komarno port offices were ordered to unload one of the barges "voluntarily". They chose the barge [redacted] since this was the easiest to unload. This barge had the biggest hatches and most of the pyrites can be unloaded mechanically. The 845 tons had to be unloaded in 6 hours. A bonus was promised for an earlier finish.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC					
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(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

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c. 22 June 1954.

- (1) The Bulgarian motor tug LOM arrived in Budapest-Csepel with the following Bulgarian freight barges:

	with 841 tons of wheat.	25X1
	" 610 "	
	" 610 "	
	" 558 "	

- (2) The wheat was of Bulgarian origin but, for propaganda reasons, the port employees were told that this was Russian wheat.

- d. 23 June 1954. The DDSG tug KRONSTADT left [] with three tankers loaded with paraffin for Reni, USSR. In Komarno the tug collected the freight barges [] both loaded with bauxite, and the empty freight barges [] with destination Izmail, USSR, where the barges were to be loaded with pyrites. 25X1

- e. 26 June 1954. The Hungarian sea-going freighters DEBRECEN and BUDAPEST arrived in Budapest-Csepel. Type of load not seen. Only the DEBRECEN had about 300 tons of nut timber on the deck.

- f. 26 June 1954. The Bulgarian tug SVISHTOV left Budapest-Csepel for Bulgaria with the following freight barges:

- (1) [] loaded with rails and about 40 new trucks which had been loaded in Csepel. 25X1
- (2) [] loaded with rails and tractors from Bratislava, Czechoslovakia. 25X1

- g. 27 June 1954. The DDSG tug VLADIVOSTOK arrived in Komarno with the two empty tankers [] and the freight barges [] loaded with 581 tons and 668 tons of pyrites respectively. The freight barges remained in Komarno and the tug with the two empty tanks proceeded to [] 25X1

- h. 4 July 1954. The DDSG tug VLADIVOSTOK left Budapest for the USSR with:
- (1) Barges [] loaded with bauxite. 25X1
- (2) Two loaded tanks.
- (3) Empty freight barges [] 25X1

- i. 7 July 1954. The DDSG tug MORJAS arrived in Komarno from Moldava, Rumania, with the freight barge [] loaded with 888 tons of pyrites from Izmail, USSR. 25X1

2. SDGP Shipping.

- a. During high water in the Danube the following SDGP (Russian-Danube Shipping Company) vessels were standing [] 25X1

(1) <u>Tugs</u>	- SEVASTOPOL OREL LENINGRAD BAKU	NOVGOROD POLTAVA JAROSLAVI KRASNOVODSK	IRKUTSK SUKHUMI TAMAN KOMSOMOLSK
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(2) Self-Propelled BargesVOLGA
ANGARA(3) Paddle-Wheel Tugs and Cargo BoatsSTALINGRAD
KHARKOV
LVOV
IZMAIL
SARATOV
KRASNODAR(4) Self-Propelled TankersSIVASH
BAYKAL
ONEGA
LADOGA
BALKHASH

- b. The SDGP tugs TAMAN, OREL and SEVASTOPOL were in July 1954 continuously transporting tankers between the refineries of Moosbierbaum and Lobau. The tugs had a mixed Russian-Hungarian crew. The Russians were only seldom permitted to leave the boats, the Hungarians more frequently. Since these boats were only used in Austria, it was intended to change the crew for Austrians. The company would thus save money because the Austrians would only be paid for the actual time spent on board.

3. Shipbuilding.

a.

- (1) The SDGP tug NOVOROSSIYSK was in July 1954 in the [redacted] shipyards. A new diesel engine was being installed. 25X1
- (2) The two deep-sea barges [redacted] which had been built [redacted] left Komarno for Izmail on 8 July 1954, towed by the SARATOV. 25X1
- (3) A strong tug of the KRONSTADT class is to be built [redacted] for the USSR in the near future, according to shipyard employees. 25X1
- (4) The SDGP paddle-wheel steamer VOROSHILOVGRAD is being completely overhauled [redacted]. A new 1,800 PS engine is being installed. The ship was formerly the BAYERN and was sunk near Bratislava during the war. 25X1
- (5) Three new pile-driving and salvage boats were standing ready for departure [redacted] on 29 June 1954. 25X1
- (6) In the Freudenau shipyards, a large dump barge of the "Griechenschlepp" type is being converted into a floating workshop. A number of new electric machines are being installed.

b. Czechoslovakia

- (1) On 10 June 1954 the new passenger boat BORIS GORTOV left Komarno shipyards for the USSR.
- (2) On 21 June 1954 the new passenger boat KASASTAN left Komarno for Russia. The boat was held up in Budapest because of high water.

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c. Hungary.

- (1) On 11 June 1954 at 0700, the new passenger boat PAVEL KASHOV left the Obuda shipyards for a trial run.
- (2) Two new passenger boats for service on the Dnjepr were standing ready for departure in the Obuda shipyards on 14 June 1954. One was the TURKMENISTAN. Workers of the shipyards stated that the cash paid by the USSR to the Hungarians for the construction of these vessels hardly covered the workers' salaries.
- (3) In Csepel locomotives are being built for the USSR. Here too, the Russians pay very little, for one locomotive only 200,000 forints.
- (4) Two floating cranes have recently been built for the USSR in the Ujpest shipyards. The cranes were seen standing in Csepel at the end of June 1954.
 - (a) One crane had a lifting capacity of 12 tons, width of 29.5 m, length 54 m. This is the 16th crane of this type which was built in Ujpest for the USSR.
 - (b) The other crane has a capacity of 5 tons, width 16.5 m, length 22 m. This is the 26th crane of this type.
- (5) In June 1954, 10 small sea-going cargo vessels were being built for the USSR in Ujpest. The boats have a loading capacity of approximately 1,100 tons. Parts of the vessels arrive from East Germany by rail and are only assembled at the shipyards.

4. Bridge-Building.

- a. The reconstruction of the railroad bridge near Komárom is being carried out by Hungarian workers, but Czechoslovakia is stated to contribute towards the cost of the bridge. At the end of June 1954, four stone pillars were standing and one steel girder was being installed in the center. It was not yet possible to see the dimensions of the bridge but, judging by the width of the span, a single railroad line was to be laid across.
- b. A concrete bridge is being built across the river Vaha about 1 km. from its mouth near Komarno. The bridge, which was two-thirds completed in mid-June, appears to be a road bridge.

5. Oil Installations in Hungary.

The oil pipeline connecting Almasfűzitő and Szöny runs parallel with the Danube about 1 km. from the bank of the river. The pipeline has a diameter of about 50 cm. and rests on trestles about 2 m. above the ground. Fourteen square blocks of concrete are situated on both sides of the pipeline in the area of Szöny. From a distance these blocks look like blocks of houses, but according to river pilots they are actually oil tanks. They are approximately four stories high and have a base of 25 x 25 m. They were built in 1951-52.

6. Military.

- a. Wooden watchtowers have been erected on the left (Czech) bank of the Danube in the Komarno port area at km. 1766, 1767, 1768 and 1769. Additional 20 new wooden watchtowers have been built on the Czech bank between Bratislava and the Hungarian frontier at Szob.

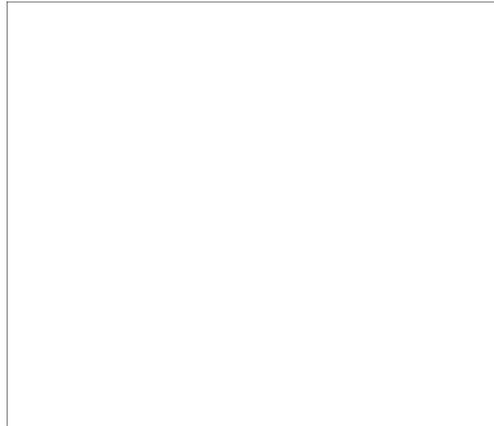
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- b. On 9 June 1954 Hungarian troops were firing with machine guns from the wooded part of the Sisto (sic) Island in the Danube at river km. 1744. On the bank of the Danube, opposite the island, stood about 30 trucks, 7 tractors, and 30 metal pontoons.
- c. On 15 June 1954, at approximately 2200, the sound of continuous machine-gun fire was heard from the right bank of the Danube between km. 1600 and 1664. While a tug passed on the Danube flares were continuously fired into the air to illuminate the particular part of the river.



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